

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 04/01/2003

DEN02LA101 File No. 12761	08/30/2002	Canon City, CO	Aircraft Reg No. N43GA	Time (Local): 12:25 MDT		
Make/Model:	Bell / 206L-III			Fatal	Serious	Minor/None
Engine Make/Model:	Allison / 250-C30P		Crew	0	1	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Day			
Destination: Local Flight			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: None			
			Visibility: 10.00 SM			
			Wind Dir/Speed: / 006 Kts			
			Temperature (°C): 29			
			Precip/Obscuration: None / None			
Pilot-in-Command	Age: 57		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 20000			
Airline Transport; Single-engine Land; Helicopter			Last 90 Days: Unk/Nr			
Instrument Ratings			Total Make/Model: 5000			
None			Total Instrument Time: 250			

The pilot said that he had been flying down in the canyon, and had come up to the surface to return to his helipad. He said that the helicopter's mast struck a wire, and severed the main rotor pitch change tubes disabling the aircraft. The pilot said that the helicopter came down vertically (20 to 30 feet) breaking the left skid, crushing the fuselage, separating the tail boom, and separating portions of both main rotor blades.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. OBJECT - WIRE,STATIC
 2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. (C) ROTORCRAFT FLIGHT CONTROL - CUT/SEVERED
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot's failure to maintain clearance of a static wire, and the subsequent loss of aircraft control due to the main rotor pitch change tubes being severed.